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MONGOLIAN WOMEN LOVE SILVER ORNAMENTS FOR THEIR HAIR

(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Great Britain Relinquishes Chinkiang Concession to China

SIGNIFICANT among the rapid changes in China is the return of the British concession at Chinkiang on the Yangtze and the negotiations concerning the restoration of Weihaiwei to Chinese sovereignty.

The British have been in Weihaiwei, strategic naval station on the point of the Shantung Peninsula, for thirty-one years.

Great Britain's surrender of the Chinkiang foreign concession marks the end of a fond hope.

Sixty-eight years ago the British saw in Chinkiang the seed of a great Chinese port. Its site, at the junction of the Grand Canal and the Yangtze, seemed the natural clearing station of the principal east-west and north-south waterways of China. Chinkiang, 166 miles up-river from Shanghai and 60 miles down river from Nanking, just had to grow. But it didn't.

River Swings Over to City Marco Polo Governed

The year the United States was fighting the first battle of Bull Run, Admiral Sir James Hope, then engaged in opening the Yangtze to foreign trade, sailed his fleet into the channel behind Golden Island, near Chinkiang, and anchored. Fields of peanuts and corn now thrive where his anchors sank in soft mud. Soon after the British arrived to establish a foreign concession, the river deserted the pagoda-crowned, temple-girt green island hill and left it stranded on shore.

Having deserted Golden Island, the Yangtze began to ease out of reach of Chinkiang itself. Travelers visiting the city in the winter season walk along the Bund (quay) and view a dismal sight. A sea of mud, instead of a river of water, stretches before the eye. Scores of junks, their masts careening crazily, lie in the mud like a herd of giant beasts bogged down in a prehistoric swamp.

The Yangtze and the Grand Canal have both failed Chinkiang. Half the population, and now the British, have abandoned the ancient city. Like the Mississippi, the Yangtze coils in new curves. For many years the river's curve at Chinkiang has swung toward the opposite, north shore—toward Yangchow, the city that Marco Polo governed for three years. On Yangchow flats, where hunters shoot snipe one year, the Yangtze runs 75 feet deep the next. In sixty years the Yangtze "dragon" will coil back to Chinkiang's Bund, so say the engineers.

China Gets Back Concession Improved with Modern Conveniences

The Grand Canal has served Chinkiang for 1,300 years. Its route runs from Shanghai to Chinkiang, then across the Yangtze to Yangchow and north to Tientsin, a 900-mile waterway. Twenty years ago the building of the Tientsin-Pukow Railroad parallel to the north-south route of the Grand Canal introduced a competitor that dealt a final blow to the town's hopes of prosperity. Pukow and Nanking, on opposite sides of the Yangtze, wax fat on trade the railroad brings them, while Chinkiang, although it has a station on the line between Nanking and Shanghai, starves for business.

Like so many Chinese communities, Chinkiang still is a walled city. The British concession and some of the suburbs lie outside the wall.

China will find the concession much improved with modern conveniences. A water supply system was installed by the English, houses were built, and a small electric power and light system established.

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© Photograph by Wide World

THE BUSY HARBOR OF HAMBURG IS THE GATEWAY OF MIDDLE EUROPE TO THE NORTH SEA

To Christianize North Sea pagan tribes, early missionaries ventured up from Rome. On the lower Elbe, Charlemagne built his fort—and Hamburg was born. Later, like a giant turnstile, the port passed millions of emigrants from Germany, Austria, Poland, and Russia, in the vast migration to America which set in after 1848 (See Bulletin No. 2).

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Hamburg: Port of Germany, Port of Czechoslovakia

ANNOUNCEMENT that landlocked Czechoslovakia has leased a sector of Hamburg's vast harbor is a reminder of two aspects of Germany's proud port which always arouse interest among American visitors. Hamburg is a Free Port, and Hamburg is a Free City. And he who sees Hamburg soon learns that both appellations have practical consequences.

The visitor starts forth to view Hamburg's best advertised spectacle, its harbor. He finds it has not been overrated. It is one of the most amazing industrial spectacles in the world; that vast sweep of cluttered water, pierced by hundreds of land fingers separating the rectangular water sheets which are basins, skylined by monster skeletons of mighty ships in the building, often smoke-screened by the chimney outpourings of myriad factories.

Seeing the Sights of Hamburg from a Ferryboat

For 6 miles along the broad Elbe, 75 miles up-river from the sea, extend the massive docks, the hippodrome landing stages, the intricate jumble of cranes, derricks and elevators. The landing stages are necessary because Hamburg has an "open harbor," accessible to the tide, in contrast to the dock-basins and flood-gates of the Port of London.

A ferry is the proper sightseeing vehicle. For the port is a 15-square-mile area, strewn with every type of modern vessel, from the gargantuan S. S. *Europa* down through the lazy barges, alert yachts, energetic motor boats, chugging tugs, and busy ferries.

"You have your pass, of course," inquires the master of the "circular ferry"—the "circular" applying to the trip, not the craft.

"A pass, what for?"

"A part of this harbor is a Free Port, sir," patiently explains the boatman. "And you will wish to come back."

You get your pass; your boatman threads his way for miles and miles through a floating traffic jam that makes crossing Fifth Avenue seem child play to the landlubber mind. You visit the Free Port, then your ferry heads back toward your embarkation place. On the way you pull up at what seems to be a customs house, displaying a sign which marks the Free Port limits. You show your pass; the boat is searched.

The Transocean Department Store of the Baltic

You have just seen one key to the prosperity of the foremost continental port: the huge Free Port, with its mammoth warehouses, cluttered with silks from China, beef from Argentina, coffee from Brazil, harvesters from the States, all bearing addresses for trans-shipment to strange-named Baltic ports, none to pay a cent of duty into Germany's treasury.

One-third of Hamburg's harbor, you later learn, is given over to this Free Port; in its zone are employed some 20,000 of the city's 110,000 industrial workers.

Hamburg entered the German Customs Union in 1888, thus enabling it to sell its own goods to Germany, tariff free, but its canny Senate maintained its Free Port privileges, which arrangement makes it the great transocean department store of the Baltic.

A Senate in a city? Yes, a Senate which clings to its stiff Spanish dress as

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Forty Palaces for Forty Nights

Traditions of imperial glories remain with Chinkiang amid her ebbing prosperity. In the days of the powerful emperors its citizens crowded the shores to see the three-decked, gorgeously ornamented junks, banners flying, sailing leisurely through the Grand Canal with the Chinese court on board. Between Loyang, on the Yellow River, and Yangchow, on the Yangtze, stood forty Grand Canal palaces where the emperor, his officials, ladies and attendants stayed for the forty nights of their triumphal progress. On board the royal junks the court reveled and feasted with an extravagance that vied with scenes aboard Caligula's barges on Lake Nemi, Italy.

Note to Teachers: China is a land of compelling interest, especially so in recent years. Many articles on China and her culture have appeared in the *National Geographic Magazine.* Those which are especially valuable for school work are listed below:

"The Geography of China," June, 1927; "Life Afloat in China," June, 1927; "Ho for the Soochow Ho," June, 1927; "New China and the Printed Page," June, 1927; "China's Treasures," October, 1912; "Descendants of Confucius," September, 1919; "Experiences of a Lone Geographer," September, 1925; "The Land of the Yellow Lama," April, 1925; "Peking, the City of the Unexpected," November, 1920; "Shantung, China's Holy Land," September, 1919; "A Thousand Miles Along the Great Wall of China," February, 1923; "Where the Mountains Walked" (Kansu), May, 1922; "The Wonderful Canals of China," October, 1912; "The World's Ancient Porcelain Center," November, 1920; "The Hairnet Industry in North China," September, 1923; "Manchuria, Promised Land of Asia," October, 1929; "Farmers Since the Days of Noah," April, 1927; "Through the Great River Trenches of Asia," August, 1926.

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NOT MAIN STREET IN AMERICA, BUT THE FOREIGN SETTLEMENT OF MUKDEN, MANCHURIA

Business houses of the United States, Great Britain, Japan and other countries have penetrated many parts of China where they usually group themselves in foreign settlements outside the walls of native cities. Some nations hold long-time leases on Chinese territory. These are known as concessions. Typical of them are the British concessions at Hongkong and Weihaiwei, the Japanese concessions at Tsingtao and Kwantung, and the French concession at Kwangchow Wan.

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Where Do Our Furs Come From?

WITH the fur coat season at its height it is timely to inquire into the sources of furs which supply the vast demand for warm winter clothing.

It is surprising to find that the United States, although its last frontiers have been gathered under the wing of civilization, is the world's principal fur producer.

Stand for half an hour on a busy corner of the shopping district of an American city, and watch the animals go by—animals that roam dreary Arctic wastes and African jungles. Then, picture the trappers, and your imagination conjures a procession of Eskimos, swarthy Asiatics, bronze Africans and Canadian adventurers. The romance of furs is one of the most thrilling chapters in all the annals of trade.

More Than 100,000,000 Foreign Animal Pelts Imported

Wild squirrels and rabbits thrive in the forests of the United States; muskrats infest the marshes of every State except Florida; for some reason the raccoon avoids only Montana; martens, minks, foxes, opossums and skunks range over wide areas of the country. Yet more than 100,000,000 pelts are imported annually to trim women's dresses, line men's gloves and make fur coats for both sexes.

China is America's largest source of furs, but only in the supply of dog and goat pelts does China excel other foreign countries. Karakul comes from the herds of karakul sheep of Central Asia; most of our foreign mink pelts are from the traps of the Japanese. The United Kingdom leads the list of sources of squirrel, fox and mole pelts, although the animals may have been caught in other countries; Germany supplies most of our foreign marten pelts; Peru, Chile and Bolivia, chinchilla pelts; Siberia, ermine pelts; Australia, rabbit pelts; and for our additional supply of beaver and muskrat pelts, we look to Canada.

Early fur wearers wore only genuine furs. Only the trapper and the wealthy could afford fur garments. Then the demand for cheaper furs developed, so dressers of cheaper furs appeared in the fur world. Experts discovered that pelts of rabbits, dogs, alley cats, goats, ponies and many other animals could be made into exquisite pelts by the deft hands of trained fur workers. In Australia rabbits overran the continent, creating a national problem, but the new fur trade turned a liability into an asset.

The Rabbit Takes on Fifty or More Names

More than a hundred million cheaper furs are used annually. With a little dye and by expert workmanship, "bunny" pelts are made to imitate those of the aristocrats of the fur-bearing animal world. Rabbit furs dyed like seal are known as Arctic seal, bay seal and northern seal, sealette and sealine. Dyed to imitate fox, they grace the counter of the fur store as Baltic brown, red and black fox, or fox hair. A leopard may not be able to change its spots but leopard spots dyed on rabbit pelts make Baltic, French and Russian leopard. These are but a few of more than fifty aliases by which rabbit pelts are known, when they leave the hands of the furriers.

Civilization is invading the domain of the fur-bearing animals in the United States, yet from $45,000,000 to $75,000,000 worth of furs were taken in 1927. The greatest wild fur producing area in the world lies within a 600-mile radius of St. Louis. In an attempt to increase the supply of genuine furs, fur farms or

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loyally as it guards the ancient rights and privileges of the Free City—the "Free and Hanseatic City of Hamburg."

There are only three German survivors of that mighty Hanseatic merchandising chain of the Middle Ages—Bremen, Lübeck and Hamburg. Of these three the mightiest is Hamburg.

Massive Doors Guard Secret Sessions of Hamburg Senate

Once the Senators of Hamburg were elected for life. Their rule of Hamburg was as autocratic, to our modern way of thinking, as that of the Doges of Venice. That has changed now. There is a House of Burgesses, giving a legislative balance much like that under the U. S. Capitol Dome.

The Senate sits in the Town Hall. Perhaps you have heard of the famous Ratsweinkeller, beneath the central building, with its jolly stone Bacchus frankly enthroned at the entrance to a vestibule adorned with stained-glass window portraitures of the John Paul Joneses of maritime Hamburg. You climb aloft. The peculiar walls catch your eye. They seem to be of solid wood, most delicately carved and beautifully decorated. Closer examination shows some to be of felt, pressed to the hardness and likeness of wood, with the intricate patterns imposed by a matrix.

And after passing through a banquet hall that conjures up memories of the belted burgesses, the staunch merchants, and the gentlemen adventurers of medieval times, you come upon the Senate Chamber. One feature strikes a home note in the American bosom. This Senate, too, has secret sessions. But when it does it retires from the chamber with the visitors' gallery and the press gallery into a smaller chamber that has just one entrance. That entrance is guarded by two massive doors of incredible thickness. And before each of the double doors it posts a guard. No eavesdropping, even through a double barrier of inches-thick mahogany!

Elevators Go Around Like Buckets on a Ferris Wheel

Although it dates back to Charlemagne, Hamburg is Germany's most modern city. Almost modernistic. The fire of 1842 left few traces of its medieval architecture. Some of its newer office buildings have spiraled sides, in northern search for sunlight; others have contours that make them loom up in Hamburg vistas like a giant liner Bremen entering a narrow harbor.

In these office buildings are elevators which have dispensed with doors and operators. They run on the chain principle like buckets in a well. They do not stop. One hops on or off as the "buckets" pass his floor. If one forgets to alight at the right floor, no harm done. Stay on, and the passenger will be carried around the top, or bottom, of the shaft, as on a Ferris wheel.

Industrial to its finger-tips, militantly so, Hamburg is a beautiful city. It leaves a confused impression of Minneapolis and Venice. For the Alster River, en route to the Elbe, splays wide in the midst of Hamburg's busiest quarter, giving it the unique spectacle of great office buildings, fine hotels, fashionable shops, all along the lake front. Clerks in the great gray stone building which is the office of the Hamburg-America Line, glancing up from their ledgers, can look out over a glistening sheet of water, flecked with tiny yachts, motor boats, scurrying ferries, racing shells, and canoes; with swans and sea-gulls hovering about.

Barges on Canals Serve as Delivery Vans

By night the hotel visitor can view from his window the moonlit waters, rimmed by thousands of electric bulbs, and see tiny, firefly points of light bobbing all over the surface. At one corner are huddled hundreds of canoes, their occupants reclining on cushions, listening to the concert of the Alster Pavilion. This sprightly café, or coffee house, along the lake front, gathers its daytime patronage from the great department stores of the opposite side of the street.

If many of Hamburg's offices and homes front on the lakes, others open their back doors on canals. Especially the shops, where barges creeping through the narrow waterways that link the Alster and the Elbe serve as delivery vans from docks to retailers.

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The Buriats, Horse-Lovers and Nature Worshipers

BURIATS are reported to be aiding in the Russian invasion of western Manchuria, where a new Mongol soviet republic may be proclaimed.

The Buriats are true children of Nature when not influenced by outside cultures. When the Russians came upon them on the banks of Lake Baikal in the sixteenth century many of them made their living by hunting and fishing, while the majority had only progressed one more step in their journey from natural conditions, being nomad stock raisers.

A little handful of Buriats, after contact with Russian colonists, have become farmers; and remarkably good farmers at that, even surpassing the average Russian farmer. But the great majority still make their living close to unmodified Nature, as herders and hunters.

Favorite Horse Tied to Owner's Grave

It is in their religious life that their love of Nature makes itself most deeply felt. Many are frankly Shamanists—Nature worshipers. Those nearest Baikal are Russified and nominally Christians; while those nearest Mongolia profess Lamaism. But Nature worship underlies the rites in either case: the sky, the mountains, the rivers, the rain, the wind—all are peopled for them by gods. Even the nominally Christian Buriats nearest the shores of Lake Baikal insist that "the Holy Sea" doesn't like to be called "lake," and that when so insulted it will become stormy and turbulent, and, perhaps, destroy boats.

The nomadic Buriats, near the Mongolian border, have many traits in common with their kinsmen, the Mongols. They are like them in appearance, live for the most part in *yurtas* or felt huts, raise cattle and sheep, and are excellent horsemen. The typical well-to-do Buriat and his horse are inseparable companions during life; and an ancient custom demands that the horse be tied to his owner's grave to starve and so accompany him in death. The heirs of the deceased usually manage to get around this custom, however, either by substituting a worn-out hack for the good saddle-horse or by tying the latter with a weak thong. When the horse escapes and trots back to his fellows, they say that it is the will of Heaven that he live. The Buriat horses are remarkable for their endurance. They will often trot 50 or 60 miles without a pause and show no fatigue at the journey's end.

Carries Pipe and Tea Cup in Girdle

Buriats are so wedded to their *yurtas* that many who have followed Russian customs and built permanent huts leave a smoke hole in the center of the roof (as in a *yurta*) and build their fires in the center of the floor. They are fond of display, and the more prosperous have rugs on floor and walls, and wear silken robes. They are as inveterate smokers as the Burmese, and, as in Burma, even small children smoke. Tea drinking is also a common habit. The Buriat man-of-affairs wears a broad silk girdle in which he thrusts his pipe and tea cup, that these necessities may be ever at hand.

Only a small group of Buriats have stolen their wives. One common custom is for families that have both sons and daughters to exchange girls as wives for their respective sons. If the make-up of the families does not permit exchanges, a wife is in effect bought, usually by a gift of cattle. The bride's dowry

ranches have been established in the United States. Approximately 99 per cent of the silver fox pelts sold on American markets are ranch bred. Prince Edward Island, north of Nova Scotia, where fox farming began about thirty years ago, is literally covered with fox ranches. Skunk, muskrat and rabbit ranches have also been established.

St. Louis a Fur Center Since Days of French Traders

Furs have played an important part in exploration. Explorers often find the cabins of fur trappers marking the farthest outposts of civilization. St. Louis owes its founding to the early French fur traders who established a station on the site in 1764. Trappers and traders from the St. Louis station and those from Canadian stations opened up a large part of northern and western United States. Long before the "forty-niners" crossed the plains the Frenchmen reached what is now the State of Utah, where they learned that Canadian fur traders had already been in that region.

Russian trappers crossed the bleak expanse of Siberia to Kamchatka in quest of furs and then pushed on to Alaska. Furs and gold have vied in opening up "Seward's Folly" or the "Seven Million Dollar Ice Box," as Alaska formerly was called. But gold booms have come and gone. Fur trapping and trading have continued and today two little islands of the Pribilof group in the Bering Sea send $1,500,000 worth of seal and blue fox furs to the St. Louis fur market annually. Blue foxes are also successfully ranch-bred on many of the Aleutian Islands.

Note: The fur-bearing animals of North America, large and small, are described and pictured in color in the National Geographic Society's book, "Wild Animals of North America," available in most libraries. See also, "The Land of the Lambskins" (karakul sheep), *National Geographic Magazine*, July, 1918. "Making the Fur Seal Abundant," December, 1911, and "A Northern Crusoe's Island," September, 1923.

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TWO NATIVE TRAPPERS, AND A SMALL FORTUNE IN FURS

These Chippewaian Indian trappers of the Reindeer Lake district in Manitoba have brought their winter's harvest of pelts to sell to the Hudson's Bay Company at Brochet. The trade goes on here much as it did in the time of Frontenac, but now airplanes carry the furs to market, saving months in time of transportation.

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Gardens May Grow Where Italians Now Battle Nomads in Libyan Desert

MILITARY and agricultural conquest of the Libyan Desert are two problems before the Italian Government.

Incidents such as the recent attack on an oasis deep in the desert by the Italian Saharan troops, reveal Libya as a country not yet entirely under the control of organized government. Discoveries of underground water in Libyan regions, hitherto thought to be dry, open up possibilities of irrigated gardens in an arid country. Irrigation may subdue the nomads more completely than soldiers.

A Traveler with a Surveying Instrument Is Considered a Spy

A map-minded person might describe the Libyan Desert as "the largest blank area on the map of North Africa with a cartographer's smallest marks indicating a few oases." It is shut off from the Mediterranean by a narrow, populated strip which itself sizzles in the hot African sun. On the east the fertile Nile Valley lends the Libyan owners moral support by showing what might be done with their sand-swept land, but on the west, the arid expanse of the great Sahara, of which the Libyan Desert is really a part, swings the pendulum of sentiment from hope to despair. The southern extremity of the desert penetrates a short distance over the border of the Darfur region in Anglo-Egyptian Sudan.

Libya is largely peopled by the Senussi sect, a sort of reform group of Mohammedanism. Jealous of their power in the desert region, they repel approaches of strangers who, they believe, enter their domain only for evil purposes. Even unknown Moslems are carefully watched and a traveler with a surveying instrument is regarded as a spy in an enemy's fortress.

Kufra, one of the most important oases and headquarters of the Senussi sect, has been visited by only a few white men. It really consists of five oases, one of which has a Mohammedan "university." A salt lake two square miles in area is also an unusual feature. These shaded spots are four hundred miles from the nearest point on the Mediterranean. Between is naked desert land save for occasional groves of palms which form welcome stopping places for parched caravans.

Freezing Weather at Night, 110 by Day

The journey to Kufra is a supreme test of physical endurance. For ten days at a time not a blade of grass or other evidence of life is seen save, perhaps, a snake, mouse, jackal or fox which may scurry across the hot sands. In the migrating season birds alight on the shoulders of Bedouins and, after a drink and friendly pat, fly off again. Birds have been known to fly 250 miles in the Libyan Desert without water. But neither journeys through the air nor caravan trips overland are always successful, as dried wings of birds and the whitened bones of camels frequently testify.

Once on the southern edge of Siwa, the oldest of the Libyan oases near the northern border, desert hardships begin. Blinding sand-storms impede progress of the traveler and cause such detours from routes that Bedouin guides, who depend upon their shadows for compasses, sometimes are lost. Varying temperatures, from 110 in the day to near freezing at night, coupled with the plague of malaria

usually more than offsets the price, however. In some cases the dowries are furs worth many thousands of dollars.

Where the Soil Never Completely Thaws Out

The old Siberian province of Trans-Baikalia, east of the great lake, is the region in which most of the Buriats live. This is considered the most beautiful part of Siberia, a land of alternating forests and steppes. The soil is permanently frozen, although the surface thaws out in summer. Farming is not possible over much of the Buriat country, but the shallow soil permits grazing.

In the forested regions the tree roots grow out horizontally instead of into the frozen soil. Many of these poorly anchored trees are overturned by a strong wind; and a characteristic feature of the country is supplied by the great rough disks of roots of the fallen trees towering almost as high as their upright neighbor trees.

Note: Text and illustrations concerning little known interior areas of Asia are found in *National Geographic Magazine* articles on "The World's Greatest Overland Explorer" (Marco Polo), November, 1928, and "By Coolie and Caravan Across Central Asia," October, 1927.

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THE BURIAT OFFICER ON THE LEFT LOOKS NOT UNLIKE HIS MONGOL SOLDIERS

Rumors have come out of Asia that the Soviet Government plans to establish a Mongol republic in western Manchuria. Exact boundaries in the Barga region have been a subject of speculation for some years. This region is the western lobe of Heilungkiang Province and lies beyond the Ta Khingan Mountains.

from the infested swamps in the neighborhood of many of the oases, are also difficulties to overcome.

Not many years ago caravans were frequently raided and oases plundered by marauding tribes of desert nomads. At Siwa and Kufra, one is reminded of the thrilling tales of these desert raids by the mud houses built on the high places and the mud walls surrounding them to repel enemies. While the desert still has its thieves, the oases are now seldom attacked and the inhabitants no longer carry their rifles on their shoulders while cultivating their olive and date groves.

Desert Tea Is a Black Brew, Bitter but Sustaining

Jalo Oasis in Cyrenaica, one of the desert's chief commercial centers on the route to Kufra, is an important starting point for caravans. Here camels and men may be hired.

With camels and perhaps an Arabian horse or two; and with dates, rice, rancid goats' milk butter, skins of water and a few other necessities, many caravans start for the interior. Tea is one of the favorite beverages of the Bedouin on a monotonous desert journey. It is a black brew made of a handful of tea and a like amount of sugar. After boiling the concoction is bitter sweet and all but undrinkable to the stranger, but it imbues the drinker with remarkable vitality which is needed when the hot plains and mountains of sand of the desert are encountered day after day.

Note: For a study of caravan travel in the Libyan Desert and modes of life in the Saharan region see "Crossing the Untraversed Libyan Desert," 46 illustrations, *National Geographic Magazine*, September, 1924, and "Tripolitania, Where Rome Resumes Sway," August, 1925.

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A CARAVAN ON THE MARCH IN THE LIBYAN DESERT

Modern methods of travel have not yet penetrated deeply into the waste regions of the Libyan Desert. Italy has found considerable difficulty in pacifying the wild nomad tribes who for years have been accustomed to rob caravans. Water is so scarce that there has been little opportunity to earn a living by any other occupation than that of robber.